

TO: Council Chair Todd Apo  
Clayton Wong, Fiscal Officer, Honolulu City Council

From: Andrew Malahoff, Senior Legislative Aide to Councilmember Anderson

Subject: Rail-Volution 2010  
Portland, Orgegon  
October 18-21, 2010

I was fortunate to attend Rail-Volution 2010 which was held in Portland, Oregon. Portland . Below are summaries of the relevant seminars I attended.

Tuesday

**Workforce Housing: Missing TOD Link**

**Speakers:** Michael Dieden, President, Creative Housing Associates, Los Angeles, California  
Reneta C. Simril, Senior Vice President, Development, Forest City Enterprise, Los Angeles, California

One of the biggest gaps commonly found in Transit Oriented Development (TOD) projects is "workforce" housing; housing which is affordable for young professionals and laborers without subsidy. Common TOD projects involve a mixed-use development dedicated to "market price" with a limited portion of subsidized housing for low-income tenants. Where TOD projects following this basic model there is the unintended consequence of alienating some transit's core users. While this alienation may be of less concern for established systems failure to address this issue in the development of a new system can adversely impact it in the long-run.

The underlying problem with developing workforce housing is that it is extremely difficult for such a project to be sufficiently profitable to secure the necessary funding for land acquisition and construction. There is very little public support for the development of workforce TOD projects as nearly all government subsidies, for TOD projects, are usually aimed at low-income to very low income groups.

To address this gap group developers have looked to public-private partnerships and public financing as means to support the construction of workforce housing. Some developers have also taken advantage of financing opportunities involving the development of brownsfield sites. With limited land resources TOD projects along Honolulu's transit corridor will face even more difficulty in constructing workforce housing. If TOD projects are expected to place an emphasis on workforce housing – as opposed to the typical 80/20 market/"affordable" split model – it is extremely likely that there will be even greater pressure for support

from the public sector. The majority of the highlighted workforce-focused projects were successful primarily due to the availability of publicly-funded or secured loans. This would suggest that Honolulu's efforts, towards supporting the creation of workforce housing along the transit corridor, should include some concentration on the creation of a revolving loan fund which can be tapped for such projects.

## **SMART Trips**

Part of a successful transit system includes encouraging people from leaving their automobiles for other alternatives. In part, this includes linking transit modes from buses and rail to walking and bicycle riding.

SMART-Trips is a program involving multiple components to encourage use of a transit network through community outreach programs. These programs involve using mailers, distributing maps which emphasize alternate transportation modes (e.g. walking maps, biking maps etc.). These passive efforts are combined with active ones such as organized walks and rides. Taken together, programs such as SMART-Trips can help to introduce new users to the transit system and increase ridership while reducing congestion in surrounding neighborhoods. Similar programs have been introduced in various cities with "measurable" success. For example, in Summit-U, MN this program resulted in a net 33% increase in walking & bicycle trips and in smaller communities these programs resulted in near double-digit percentile decreases in auto use.

These programs require a relatively small investment for the basic operations (~\$100k), however, costs do increase with the inclusion of printed literature. Some ways to reduce these expenses include placing a stronger emphasis on the use of social media (i.e. Facebook and Twitter) as well as partnering with private businesses.

SMART-Trip programs, which expose potential users to the full scope of a City's transit system can provide both a reduction in auto-use and an increase in transit system use for at a minimal cost.

## **What Research Says: Gentrification**

One of the ironies of transit systems, in the U.S. is the fact that quite often, a system's core users are displaced by the construction of and development around a transit stop. Reducing the instances of such displacement not only helps to support a robust transit system but also improves the quality of life for its core users. Overcoming gentrification (changes in neighborhoods characterized by increasing property values and income) associated with rail transit is difficult because, quite often, the stated intent of a transit project is to redevelop blighted or lower-value areas. Recent research identified trends which point to increased

demand for housing near transit stations. This demand is being driven by a growth in single households and childless couples whose growth in income is failing to keep pace with increases in living expenses and energy costs. Protecting affordability within TOD should be considered a priority and there are several cities/agencies which have taken steps to improve affordability within new TOD developments through varying techniques. It should be noted that, in recent years, the Federal government has created some programs to assist in maintaining affordability in TOD's but the extent to which municipalities with emerging systems can rely on this Federal support is limited due to financial constraints. Most of these programs have been administered through joint HUD/DOT efforts.

### **CONCLUSION**

The above are just a synopsis of some of the more relevant seminars I attended. In addition to the above, I attended several other seminars which built on subject matter from previous conferences. If you should have any questions or wish to review any of the literature from this conference, please do not hesitate to contact me.

City Council  
City and County of Honolulu

# CLAIM FOR TRAVEL REIMBURSEMENT

~~40,192.00~~  
JAN. 14, 2011

Traveler: Andrew Malahoff


Event: RailVolution 2010

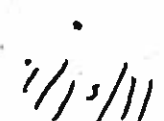
Location: Portland, Oregon

Dates: From ~~40,489.00~~ October 18, 2010 To ~~40,472.00~~ OCTOBER 21, 2010

Description	Amount	Notes
1. Registration Fee	\$425.00	Online receipt attached, contingency fund
2. Airfare		
3. Hotel		
4. Meals	<del>134.65</del> \$124.67	Receipts attached, contingency fund
5. Ground Transportation		
6. Tips	<del>9.25</del> \$38.25	\$9.25 food receipts attached/in/out port-Maid
7. Other	\$2.29	Equipment receipt attached, contingency fund
Other		
Other		
8. Adjustment		
TOTAL REIMBURSEMENT	<del>\$590.21</del> 571.19	

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment:

  
Signature of Traveler

  
Date